

Message Text

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62

ORIGIN EB-11

INFO OCT-01 NEA-10 ADP-00 CAB-09 CIAE-00 COME-00 DODE-00

INR-10 NSAE-00 RSC-01 FAA-00 L-03 SS-14 NSC-10 /069 R

DRAFTED BY EB/ AN: PJGLASOE: DAP

3/30/73 EXT. 20352

APPROVED BY EB/ AN: MHSTYLES

CAB - MR. MURPHY (SUBS)

NEA - MR. SISCO

NEA/ IAI - MR. DEAN

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R 310010 Z MAR 73

FM SECSTATE WASHDC

TO AMEMBASSY TEL AVIV

INFO AMEMBASSY BEIRUT

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E. O. 11652: N/ A

TAGS: ETRN, IS

SUBJECT: CIVAIR NEGOTIATIONS

REF: TEL AVIV 2277

1. CIVAIR NEGOTIATIONS CONCLUDED MARCH 29. AS AGREED DURING NOVEMBER TALKS, NEW AND CONSIDERABLY EXPANDED STATISTICAL MATERIAL HAD BEEN PREVIOUSLY EXCHANGED AND SERVED AS BASIS THIS ROUND. THERE WAS, HOWEVER, NO AGREEMENT ON METHODOLOGY TO BE USED IN COMPUTING FROM THIS DATA THE BENEFITS THE AIRLINES OF THE TWO COUNTRIES WERE DERIVING FROM THE AGREEMENT. USING ISRAEL'S APPROACH, THE IMBALANCE IN EL AL'S FAVOR WAS 1.7 TO 1 DURING 1971. USING THE US APPROACH, THE IMBALANCE STOOD AT 2.4 TO 1. IN EITHER CASE, HOWEVER, USDEL EXPLAINED THAT IT COULD ONLY COME TO CONCLUSION THAT THERE IS AT THIS TIME NO ECONOMIC JUSTIFICATION FOR GRANTING ADDITIONAL LANDING RIGHTS IN THE US TO EL AL.

2. ISRAEL'S ARGUMENTS AND STATISTICS CONCERNING THIRD
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COUNTRY AIRLINE SHARE IN THE MARKET WERE EXAMINED IN DETAIL. WHILE THERE WAS AGREEMENT ON EXISTENCE OF A PROBLEM, US COULD NOT AGREE THAT SOLUTION WAS ADDITIONAL RIGHTS FOR EL AL. OUR APPROACH WAS THAT IT MUCH MORE LOGICAL TACKLE THE THIRD COUNTRY AIRLINES, SOMETHING WE HAVE ALREADY BEGUN.

3. MEETINGS CONCLUDED WITH ISRAELI REQUEST THAT TALKS BE

RESUMED IN TEL AVIV IN MAY. WE REPLIED THAT WE DOUBTED ECONOMIC FACTS WOULD CHANGE SIGNIFICANTLY IN NAR TERM. HOWEVER, IF AFTER REVIEWING MATTER UPON RETURN TO ISRAEL, ISRAELIS DECIDED THAT THEY WANTED FURTHER CONSULTATIONS, US OF COURSE PREPARED MEET AGAIN. TIME AND PLACE BEST WORKED OUT THROUGH DIPLOMATIC CHANNELS.

4. MORE DETAILED REPORT FOLLOWS. RUSH

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*** Current Handling Restrictions *** n/a

*** Current Classification *** LIMITED OFFICIAL USE

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